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- 1. On 28 June 1954, 30 aircraft, including 29 MiG-15s and U-MiG-15s, were counted at Altenburg air/ield. Twenty-one MiG-15s covered with gray tarpaulins were parked on the taxiway east of the runway, 4 alert aircraft were seen near the northern end of the runway, and 4 MiG-15s were involved in air activity. Throughout the day, the swept-back jet fighters took off in elements of two and made flights of about 35 minutes duration.
- 2. Seven small landing lights were observed in the northern extension of the runway. At the end of the row of lamps was a radio installation with one mast. East of the northern end of the runway was a radar set, probably a Dumbo-type set, next to a van-like truck. Farther north was a Fishnet-type radar set. About 300 maters northwest of the latter set was a Token-type set, which was in operation at 1635 hours when two MiG-15s or U-MiG-15s landed. A wooden tower with 3 vertical rod antennas was located east of the quartering buildings at the edge of the wood.2
- 3. In early July, there was moderate air activity at the field. Only a few flights were made on rainy days and local flights were observed on the other days. Between 3 and 5 July, high-altitude flights of 15 to 20 minutes duration were once again made, after an interval.
- An acquaintance of source stated that about 50 MiG-15s and U-MiG-15s had been stationed at the field in early June. There was allegedly very intensive air activity, in particular local flights and high-altitude flights, and many night flights. 1
- Comment. The proviously voiced assumption that the fighter regiment from Altenburg was transferred to Doeberitz has not been

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